

themselves of this excellent opportunity to benefit from the many ways APSA fellows can contribute to their offices.

I congratulate APSA for the past half a century of providing an innovative learning experience, and look forward to many more decades of this important cooperative effort.

IN REMEMBRANCE OF THE 29TH
ANNIVERSARY OF THE TURKISH
OCCUPATION OF CYPRUS

HON. ADAM B. SCHIFF

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Friday, July 25, 2003

Mr. SCHIFF. Mr. Speaker, I rise today to commemorate the 29th anniversary of the Turkish invasion and occupation of northern Cyprus. On July 20, 1974, Turkey invade Cyprus and Turkish forces occupied more than one-third of the island nation, in clear violation of international law.

Today, thousands of Turkish soldiers, armed with the latest weapons, are stationed in the occupied area, making it one of the most militarized regions in the world.

Eighty-five thousand Turks have been brought over from Turkey to colonize the occupied area with the aim of changing the demography of the island and controlling the political situation. The Greek Cypriot community that remains enclaved within the occupied villages continues to live under conditions of oppression, harassment, and deprivation. For 29 years, divided by a 113-mile barbed wire fence that runs across the island, Greek Cypriots were prohibited from visiting the northern Turkish-occupied towns and communities where their families had lived for generations.

Since 1974, the United Nations has been trying to encourage a solution to the Cyprus problem. U.N. Secretary Kofi Annan has sponsored proximity talks between the President of Cyprus, Glafcos Clerides, and Rauf Denktash, the self-proclaimed leader of the occupied area. Unfortunately, those talks were suspended due to Denktash's abrupt departure from the negotiating table.

In January 2002, U.N.-sponsored direct negotiations between the Greek and Turkish sides finally resumed. Later that year, Secretary-General Annan presented a comprehensive new plan aimed at reunifying Cyprus. Unfortunately, unlike the Government of Cyprus, which promptly accepted the Annan Plan as a basis for negotiations, the Turkish side rejected the plan. Furthermore, the newly elected Cypriot President, Tassos Papadopoulos, accepted Annan's proposal to submit the U.N. proposal to a referendum. Denktash, however, rejected a referendum, thereby denying the people in the occupied areas a chance to determine their future.

Mr. Speaker, the United States has a national interest in fostering peace and stability in the eastern Mediterranean region. We as a nation cannot continue to pretend our NATO partner is not in clear violation of international law for its continued illegal occupation of its neighbor.

We in the United States pride ourselves for our respect for fundamental freedoms. Human rights norms are the cornerstone of U.S. foreign policy. The war on terrorism and our efforts to restore democracy in Afghanistan and

Iraq are centered on those principles. As we lead international efforts to rout out terrorists and dictators that usurp fundamental principles of justice and human rights, we should remain committed to finding a just and durable settlement to the Cyprus problem. An important first step to that commitment is our strong opposition to Turkey's 29-year occupation of Cyprus.

IN HONOR OF THE 50TH ANNIVER-
SARY OF SPORTS ILLUSTRATED
AND AMERICA'S SPORTS ILLUS-
TRATED: 50 YEARS, 50 STATES, 50
SPORTS

HON. DENNIS J. KUCINICH

OF OHIO

IN THE HOUSE OF REPRESENTATIVES

Friday, July 25, 2003

Mr. KUCINICH. Mr. Speaker, I rise today in honor and recognition of Sports Illustrated, as they celebrate 50 years of being America's most respected and popular sports publication. I also stand to recognize America's Sports Illustrated. 50 Years, 50 States, 50 Sports, a yearlong, nationwide celebration building on the premise of sports being an enormous force for good and a major catalyst in giving Americans a sense of community.

Sports Illustrated is one of the most respected voices in sports media, a magazine that consistently sets the national agenda for debate and discussion. This magazine is an original American brand that each week tells us about ourselves through the prism of sports.

Time Inc. founder Henry Luce's dream that, "America will have a great National Sports Weekly" officially became a reality on August 16, 1954, with the launch of Sports Illustrated. In the years that have followed, Sports Illustrated has lived up to Luce's lofty notion. Americans turn to Sports Illustrated for a definitive word and the defining photographs, for the most in-depth analysis in sports.

Let us support Sports Illustrated as they launch their nationwide multi-media program: America's Sports Illustrated. 50 Years, 50 States, 50 Sports. This nationwide celebration consists of weekly state-specific sections in the magazine and four special 50th issues; a grassroots mobile marketing tour that will visit sporting events that are unique to the state being visited; a comprehensive and interactive web presence; and a community sports outreach program to enhance the quality of sports in America's communities through the YMCA of the USA and the National Recreation and Park Association. Let us commemorate America's most respected and popular Sports publication on their Golden Anniversary.

Mr. Speaker and Colleagues, please join me in honor and recognition of Sports Illustrated as it turns 50 in 2004 and celebrates its anniversary with the most ambitious initiative in the history of the magazine.

THE RAILROAD COMPETITION ACT
OF 2003

HON. RICHARD H. BAKER

OF LOUISIANA

IN THE HOUSE OF REPRESENTATIVES

Friday, July 25, 2003

Mr. BAKER. Mr. Speaker, today I am joined by Representatives CHRIS JOHN, DAVID VITTER, and EARL POMEROY to introduce the Railroad Competition Act of 2003, a bill designed to restore a measure of competition to our nation's freight rail marketplace. This bill, I believe, captures the true intentions of railroad deregulation.

Like all Americans, Mr. Speaker, I want our national railroad industry to remain the most efficient in the world. Indeed, our railroad system is a model for other national systems. My home state of Louisiana in particular relies heavily on efficient railroads to deliver product to market and provide the feedstock for our manufacturing base. Without reliable rail service, Louisiana—and all of America—would be economically hamstrung.

Congress deregulated the railroad industry in 1980 when it passed the Staggers Act. This law revitalized the industry, built efficiencies in the system, and bolstered the railroads as a critical component to America's transportation infrastructure. As Chairman of the Louisiana House Committee on Transportation and Highways, I observed closely the implementation and success of the Act.

However, one lingering element of the Staggers Act provides for "differential pricing," which in effect allows railroads to "price gouge" customers served by a single railroad in order to help make up for revenue that is lost to customers served by more than one railroad. In other words railroads can overcharge a customer where the railroad is a monopoly to help recover the revenue it loses in a competitive, multiple-railroad environment.

Prior to the Staggers Act, the federal government administered the finances of railroads by imposing price controls. But by allowing railroads to institutionalize price gouging, are we not continuing the practice of price controls? Indeed, is differential pricing the thriving legacy of regulatory control? I believe it is. I assert that differential pricing is no more "deregulation" than the artificially imposed government price controls that existed before 1980.

I do not believe Congress intended to institutionalize price gouging when it passed the Staggers Act in 1980. Rather, the Staggers Act was an attempt to revive an important industry in America's economy. It was not enacted to allow the industry to thrive at its customers' expense. When the 108th Congress reflects back on the success of the Staggers Act, we can indeed take pride in "getting it right." Congress achieved its goal of resuscitating the ailing railroad industry, but Congress did not intend to sustain the life of this industry at the growing, unfair expense of other industries.

When Congress passed the Staggers Act in 1980 there were over 40 Class I railroads competing for business. Today, after over 50 mergers and consolidations there are only 7 Class I railroads in North America and four of them control over 95 percent of the railroad business.